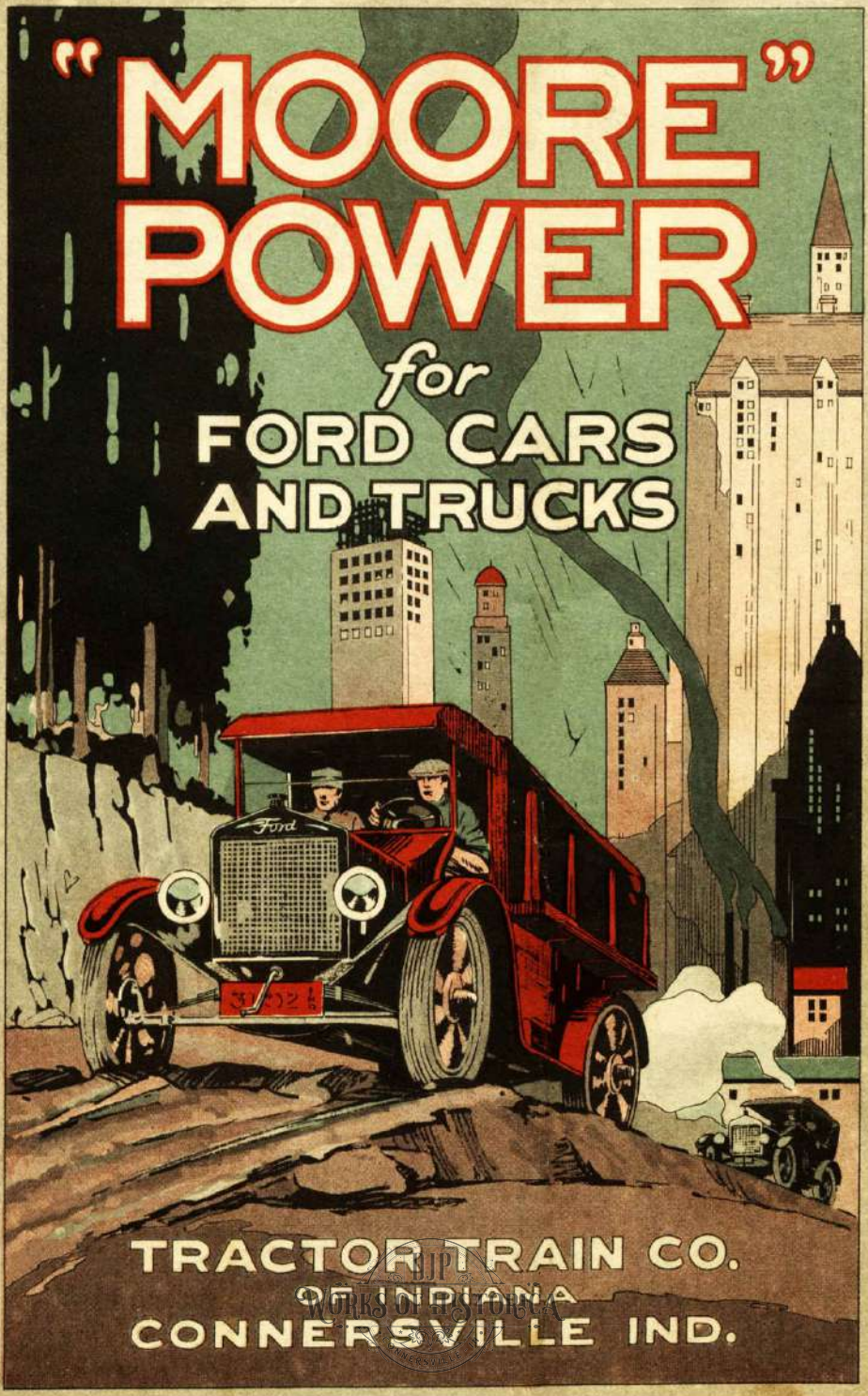
"MOORE" POWER

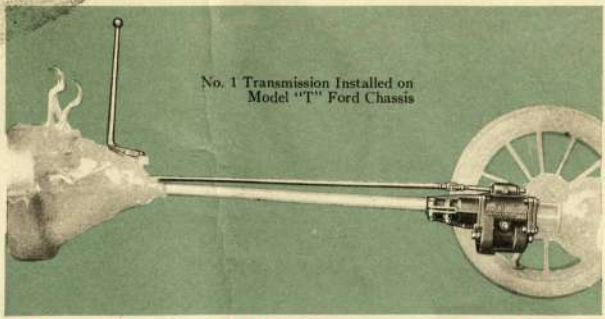
for

FORD CARS AND TRUCKS



TRACTOR TRAIN CO.
OF INDIANA
CONNERSVILLE IND.

BJP
WORKS OF PERSUASION


No. 1 Transmission Installed on Model "T" Ford Chassis

The "Moore" Transmission for Ford Passenger Cars or One Ton Trucks

THE "MOORE" Transmission is built exclusively for Ford passenger cars and worm drive trucks. Where increased speed alone is required the overdrive type is used; but for the unusual road conditions such as steep grades or heavy mud, snow or sand, the underdrive is the type required, as it gives you double pulling power.

The standard Model "T" Ford chassis—no matter what type of body is used—takes the "Moore" No. 1 model transmission, which gives four forward and two reverse speeds. In the underdrive type you double the power delivered to the rear wheels while the overdrive increases the road speed about twenty-five percent. This transmission has been on the market for six years and thousands are in use throughout the world.

Ford owners in all parts of the world who have difficult road conditions confronting them find that the "MOORE" Transmission gives them the added power and flexibility they require.

GJP WORKS OF HISTORY

No Road too Bad---No Hill too Steep---No Mud or Sand too Deep

YOUR Ford car equipped with a MOORE Transmission will have four speeds forward and two reverse, together with a positive neutral. With it you can travel over the worst roads or up the longest grades on intermediate at double the road speed of the Ford "low"; and with double the power of the Ford "high," without holding down the Ford "low" pedal and without over-heating, racing or stalling the engine.

You still have the regular Ford "high" and "low" speeds, and a lower than "low" which doubles the power of the present Ford low gear and an added reverse which doubles the power of the present Ford "reverse."

WHAT USERS SAY

—"*Would not take $500 for it, if I could not get another.*"

—"*Feel positive we never could have made trip without it.*"

—"*Is worth just as much to me as the truck itself.*"

—"*Hills that used to take twelve minutes, I now climb in five.*"

—"*I have even pulled a loaded truck out of mud, almost hub deep.*"

—"*It has cut down my oil and gasoline bill in a way that surprised me.*"

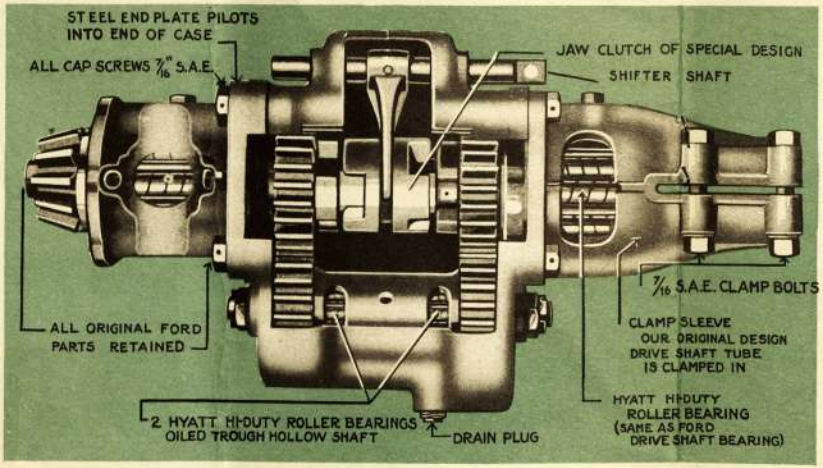
—"*We are using three and would not drive a Ford truck without one.*"

—"*Second speed is simply grand in the mud of this country.*"

—"*Gave perfect satisfaction on a school route last winter, hauling loads up to 5,000 pounds.*"

Motor tourists with heavy camping outfits who like to get away from the beaten paths of travel, over steep mountain grades or through desert sands find satisfaction with the "MOORE."

DJR WORKS OF HISTORICA



CASE CUT AWAY SHOWING GEARS AND HYATT ROLLER BEARINGS

In the "cut-away" view above you will note that the gears are constantly in mesh. Changes are made by one sliding jaw clutch, thus preventing stripping of gears and allowing speed changes without stopping the car. The jaw clutch is shown in the neutral position in this illustration.

GEAR RATIOS

No. 1 model for Passenger Cars with model "T" chassis or Chain drive Truck Attachments.

UNDERDRIVE

Ford High	3.6363:1
"MOORE" Intermediate	7.2726:1
Ford Low	9.98 :1
"MOORE" Emergency Low	19.96 :1
Ford Reverse	14.54 :1
"MOORE" Emergency Reverse	29.08 :1

OVERDRIVE

"MOORE" Overdrive	2.94 :1
Ford High	3.6363:1
"MOORE" Intermediate	8. :1
Ford Low	9.98 :1
"MOORE" Reverse	11.65 :1
Ford Reverse	14.54 :1

No. 5 model for Worm-drive Truck used with high speed 5.166:1 worm.

UNDERDRIVE

Ford High	5.166 :1
"MOORE" Intermediate	10.33 :1
Ford Low	14.26 :1
"MOORE" Emergency Low	28.52 :1
Ford Reverse	20.75 :1
"MOORE" Emergency Reverse	41.5 :1

No. 5 model for Worm-drive Truck when used with stand-7.25:1 worm.

UNDERDRIVE

Ford High	7.25:1
"MOORE" Intermediate	14.5 :1
Ford Low	19.96:1
"MOORE" Emergency Low	39.93:1
Ford Reverse	29.08:1
"MOORE" Emergency Reverse	58.16:1

OVERDRIVE

"MOORE" Overdrive	4.35:1
Ford High	7.25:1
"MOORE" Intermediate	11.98:1
Ford Low	19.96:1
"MOORE" Reverse	17.45:1
Ford Reverse	29.08:1

No. 5 model for Worm-drive Truck used with high speed 5.166:1 worm.

OVERDRIVE

"MOORE" Overdrive	3.8 :1
Ford High	5.166:1
"MOORE" Intermediate	10.2 :1
Ford Low	14.26 :1
"MOORE" Reverse	14.8 :1
Ford Reverse	20.75 :1

SPECIFICATIONS

Case—Highest grade malleable iron, oil tight.

Gears—Chrome-nickel steel, hardened and ground.

Bearings—Hyatt, Hi-Duty roller.

Jaw Clutch—Pack hardened. Heavy rugged design.

Counter Shaft — Chrome-nickel steel, hardened and ground.

Drive Shaft—Cold drawn steel, straightened and ground.

Pinion Shaft—Chrome-nickel steel, heat treated and ground.

Shift Lever—Drop forged. Handsomely nickeled.

Weight—No. 1 Model: Net weight added to car, 35 pounds. Total weight of transmission, 56 pounds. Boxed for shipment, 61 pounds.

Weight—No. 5 Model: Net weight added to truck, 49 pounds. Total weight of transmission, 84 pounds. Boxed for shipment, 91 pounds.

Shipment—Express or freight. No. 1 model can also be shipped by parcel post.

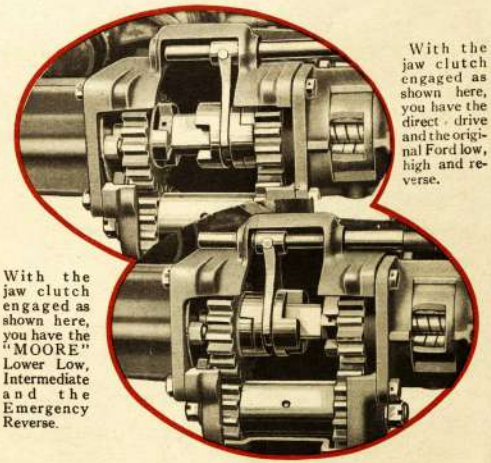
Lubrication—600-W or oil of similar character.

Road Clearance—Same as Ford car or truck.

Extremely Simple to Install!

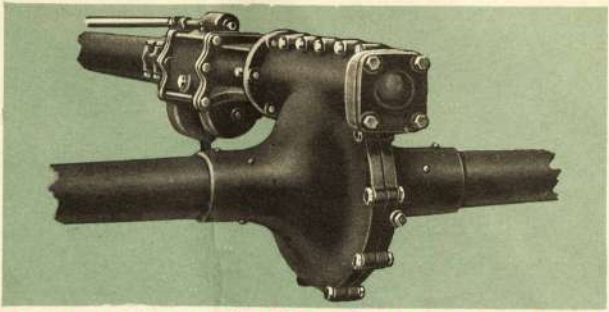
INSTALLATION of a "MOORE" Transmission is easily accomplished by any ordinary mechanic. By following the simple instructions which accompany each transmission the work can be accomplished in from three to five hours time with common tools. We furnish all necessary parts, including the shorter drive shaft. The only Ford part that is changed is the drive shaft tube, which is shortened. If you purchased in the future a new Ford, the Transmission can be transferred to it with no expense. The complete installation is accomplished without even drilling an additional hole. Installing a "MOORE" Transmission does not weaken the rear axle or any part of the Ford.

DP Works Office Office Innersville



With the jaw clutch engaged as shown here, you have the direct drive and the original Ford low, high and reverse.

With the jaw clutch engaged as shown here, you have the "MOORE" Lower Low, Intermediate and the Emergency Reverse.



The "Moore" No. 5 for the Ford Worm Drive One Ton Truck

ADAPTABILITY

Oil Trucks
Coal Trucks
Farm Trucks
Cattle Trucks
Gravel Trucks
Express Trucks
Logging Trucks
Draying Trucks
Delivery Trucks
U. S. Mail Trucks
Dump Bed Trucks
Station Omnibusses
Rural School Busses
Auto Service Trucks

THE No. 5 model made for the Worm Drive Ton Truck has all the advantages of the No. 1. It can be had in either of the two types, the underdrive or the overdrive. With the "MOORE" Intermediate which is a direct drive off the Ford "high" you are able to do ninety percent of the work which ordinarily requires the Ford "low" band. For starting extra heavy loads without jerking or stalling the engine, the lower "low," which has double the power of the Ford "low," is alone worth the full price. The same is true of the "MOORE" Emergency Reverse with double the power of the present Ford "reverse."

DJP WORKS OF HISTORICA CONNERSVILLE, IN.

Heavy Duty Hauling of every description with the Ford Worm Drive One Ton Truck equipped with a "MOORE" Transmission makes for greater efficiency and more economical operation.

How the "Moore" Saves you Money

YOU save on gasoline and oil, you save on tires, you save on time and the constant expense of relining the low speed bands. Hills can be climbed in half the time with less wear and tear; your cranking is made easy because of the feature of the "MOORE" positive neutral; and with the "MOORE" Intermediate you save brake linings when coming down hill, as the high ratio between the revolutions of the engine and the rear wheels, and the compression of the motor, allow the car to travel slowly down the steepest grades.

NOW SUM UP THE ADVANTAGES

The "MOORE" Transmission is built for all types of Ford cars and trucks. It is easily installed, bolting directly onto the differential without changing the original Ford mechanism.

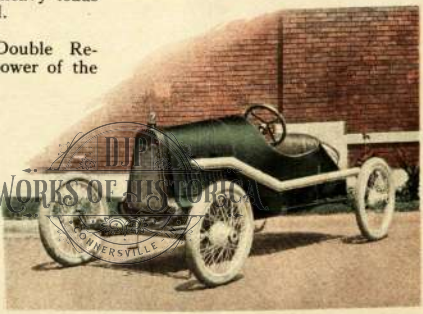
It makes no change in the method of operation of the Ford car or truck, but adds two forward, one reverse speed and a positive neutral.

The "MOORE" Emergency Low or lower low, has double the power of the Ford low. This is very valuable for starting heavy loads or for the unusual pull.

The "MOORE" Double Reverse has twice the power of the regular Ford reverse.

The Positive Neutral eliminates all drag and makes the car easy to crank, and prevents the car from creeping or running forward in cold weather.

The "MOORE" Intermediate speed is a direct drive off the Ford high clutch with double the power of the Ford high. With this speed, long hills and bad roads can be traveled without holding down the low pedal. With it you are able to throttle the engine down so as to travel at a slow speed in congested traffic.



For the speed enthusiasts the "MOORE" Transmission is built in the Overdrive model at no additional cost. This type is also adapted for the worm drive truck where road conditions are good and loads light.

WORKS OF HISTORICAL SOMERSVILLE

Here's a Handy Order Blank!

You can order a "MOORE" Transmission on a Money Back Guarantee. Simply fill out the convenient blank below!

Date.....

PASSENGER MODELS NOW $85

Ship by Express, Freight, Parcel Post:—

- ☐ **No. 1 Underdrive Moore Transmission**
- ☐ **No. 1 Overdrive Moore Transmission**
- ☐ **No. 5 Underdrive Moore Transmission**
- ☐ **No. 5 Overdrive Moore Transmission**

Ship to:
Name .....

Town .....

State.....

Shipping Point
if different from
mailing address.....

All shipments F. O. B. Connersville, Ind.
Terms—Cash with order or $10 deposit, balance shipped C. O. D.

WORM DRIVE TRUCK NOW $125

MANUFACTURED BY

TRACTOR-TRAIN COMPANY

OF INDIANA

CONNERSVILLE, INDIANA

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